

To-day's Advertisements. NOTICE.

\$45,000 to lend upon First
Class Mortgage Security in
large or small amounts.

Apply—

J. J. FRANCIS,

4, Des Vaux Road.

Hongkong, 11th May, 1901. [511c]

TO LET.

NO. 6, ICE HOUSE LANE and **3 GO-**
DOWNS in DUNDRELL STREET.
Apply to
A. RUMJAHN, [542c]

FOR SALE.

25 OREGON PINE PLANKS 10' x 3',
Cheap.
Apply to
C. E. WARREN, [544c]

Hongkong, 20th May, 1901.

DOUGLAS STEAMSHIP COMPANY,

LIMITED.

FOR SWATOW AND TAMSUI.

THE Company's Steamship

"HAIMUN,"

Captain Davis, will be despatched for the

above Ports, TO-MORROW, the 21st instant,

at Noon.

For Passage, apply to

DOUGLAS LARSEN & Co.,

General Managers.

Hongkong, 20th May, 1901. [543c]

THE OSAKA SHOSHIN KAISHA,

LIMITED.

FOR TAMSUI VIA SWATOW & AMOY.

THE Company's Steamship

"DAIJIN MARU,"

Captain T. Ogata, will be despatched for the

above Ports, on SUNDAY, the 26th instant,

at Daylight.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,

Agents.

Hongkong, 20th May, 1901. [545c]

AUSTRIAN LLOYD'S STEAM NAVI-

GATION COMPANY.

STEAM FOR

SINGAPORE AND BOMBAY.

(In close connection with the Co's Accelerated

Line to TRIESTE).

THE Company's Steamship

"MELPOMENE,"

Captain Matenich, will be despatched as above

on FRIDAY, the 31st instant, P.M.

For Information as to Passage and Freight,

apply to

SANDER, WIELER & Co.,

Agents.

Hongkong, 20th May, 1901. [544c]

For Sale.

NOW READY.

A PAMPHLET

SOME SERIOUS LOCAL PROBLEMS
AND
A FEW SUGGESTIONS FOR DEALING
WITH THEM.
BEING A LECTURE DELIVERED
BEFORE
THE ODD VOLUMES SOCIETY
BY
MR. H. E. POLLOCK,
Barrister-at-Law.

To be obtained at the Office of This Paper.
PRICE 50 CENTS.

Hongkong, 1st June, 1900.

NOW READY.

AN ACCOUNT
OF THE
RECEPTION OF H.M.S. "TERRIBLE,"
IN
HONGKONG
AND THE
FESTIVITIES CONNECTED
THEREWITH,
WITH A
WOODCUT OF THE "TERRIBLE."

To be obtained at the Office of This Paper.
PRICE 30 CENTS.

As only a limited number have been printed
intending purchasers should send their Orders
early, for the issue of this interesting souvenir
will soon be exhausted.
Hongkong, 1st June, 1900.

Intimations.

EYE-SIGHT.

Mr. N. LAZARUS,
Oculist-Optician, of London and Calcutta,
may be consulted for SPECTACLES
at 16, Queen's Road, Central,
(R. HOUGHTON & Co.)
(Nearly opposite the HONGKONG HOTEL).

Business hours—9 A.M. to 5 P.M.

A GREAT proportion of catarrhs and
diseases affecting those advancing in life
occur to those having some deficiency in the
construction of the eyes—the many years of
'Eye Strain' ending in serious forms of disease.
Glasses specially adapted in youth to those
requiring them save and preserve the sight.

Constantly recurring headaches, spells
of dimness when reading, weak eyes, the letters
running together; any of these symptoms indi-
cate a deficiency in the form of the eye requir-
ing Glasses only to correct and cure.

Mr. LAZARUS supplies his SPECTACLES
only after testing the sight.

ADVISE FREE. [1453b]

NOTICE OF REMOVAL.

I BEG to inform my Patrons and Public
Generally that I have REMOVED my
Stores from No. 13 to No. 5, D'AGUIAR
STREET.

H. RUTTONJEE,

5, D'Aguiar Street.

Intimation.



A. S. WATSON & Co.,
LIMITED.

ESTABLISHED A.D. 1841.

THE LEADING MANUFACTURERS

OF

AERATED WATERS
IN THE FAR EAST.

OUR NEW FACTORY, facing
the sea at the PRAYA RECLAMATION,
is constructed with every attention
to the best principles that sanitary
science can suggest.

A perfect System of Filtration is
employed guaranteeing Absolute puri-
ty.

The Machinery used is of the latest
Type.

A STAFF OF ENGLISH EXPERTS
attends to every detail of the Manu-
facture.

The Waters produced are of the
highest class and excellence: as testi-
fied to by the best English makers.

A. S. WATSON & CO. LIMITED,

THE HONGKONG DISPENSARY.

Hongkong.

MARRIAGES.

At the British Consulate, Shanghai, on the
11th of May, FREDERICK WILLIAMS ROW-
LAND, I. M. Customs, Shanghai, to ELIZABETH
MABEL TURNER, of Hongkong.

On the 14th May, at H. B. M. Consulate-
General, afterwards at the Holy Trinity Cathed-
ral, by the Rev. H. C. Hodges, M.A., JAMES
HECTOR WATTS, C.M.G., of Tientsin, to
SALOME LOUISE, eldest daughter of Osborne
and Salome Elizabeth Middleton of Shanghai.

The Hongkong Telegraph

HONGKONG, MONDAY, MAY 20, 1901.

REUTER'S TELEGRAMS.

ARMY REFORM.

LONDON, May 17th.
The House of Commons has adopted Mr.
Brodrick's resolution approving the military
proposals of the Government. The House
rejected Sir Henry Campbell-Bannerman's
amendment that the Government's proposals
were unadapted to the wants of the Empire,
and an undue increase of armaments which
might be provocative. Some of the Unionists
abstained from the voting, which was, on
strictly party lines.

WEATHER REPORT.

The Observatory report says—
On the 19th at 12.10 p.m. the barometer has
risen in S. China and Luzon. Pressure is high
between the E. coast of China and W. Japan,
and low probably over the W. part of the China
Sea. Gradients slight to moderate with fresh
E. winds on the coast, and strong N.E. and E.
winds in the N. part of the China Sea. Fore-
cast—Strong to fresh E. winds; fair.

On the 20th at 12.10 p.m. the barometer has
fallen on the China coast, particularly in the
North. A depression appears to be moving
Eastwards over N. China. Gradients slight
with light variable winds in S. China. Fore-
cast—Varying winds, light; fine.

LOCAL AND GENERAL.

A GOOD shorthand reporter is wanted, vide
advertisement appearing elsewhere.

W. A. RUBLEE, Esq., has been recognized as
Consul-General at Hongkong for the United
States.

H. E. the Governor has appointed E. A. Irving
to be a member of and Hon. Secretary to the
Board of Examiners.

THE Gazette notifies that the fees payable in
the Bellios Public School will be raised to
\$1.50 per pupil per mensem, from the beginning
of next term.

THE Governor has appointed the Rev. H. R.
Wells to be a member of the Board of Examiners
during the absence from the Colony of the Rev.
T. W. Pearce.

THE Hon. Treasurer of the Alice Memorial
and Netherstone Hospitals begs to acknowledge
with thanks the following donation to the
funds of the Hospitals—

Pork, Guild, \$300.

By a Proclamation in the Gazette of the 18th
inst. exportation of arms and ammunition from
this Colony is prohibited for a further period of
six months from and including May 28th inst.

NOTICE.

Our Special Edition is now on sale and may
be obtained on application. Price fifty cents.
Intending purchasers are advised to order
early. See advertisement appearing elsewhere.

MESSRS. LAMKE & ROUGE, courteously inform
us that they have received telegraphic advice
from Mr. W. J. Hale & Co. Saigon, that at Saigon
12 days' quarantine (including passage) is
established against all vessels arriving from
Amoy.

It is notified in the Gazette that ships convey-
ing Chinese Passengers, under the provisions
of Ordinance No. 1 of 1889, will not be allowed
to carry them on the Upper or Weather Deck,
between the 1st of June and the 15th of October
inclusive.

From the number of prosecutions at the
Magistracy this morning for plying rickshaws
and hawking without licences, one would have
been led to imagine that the bulk of our Chi-
nese population had been amusing themselves
as amateur rickshamen and hawkers.

COMMANDER W. C. Pakenham took over
command of H.M.S. *Daphne* yesterday, in
succession to Commander C. W. Winton-
Ingram, brother of the new Bishop of London,
who leaves for England on the P. & O. S.
Bengal.

THE Tientsin paper of the 11th inst. says—
The 4th Brigade troops who have been doing
duty down the river between here and Taku,
are to be relieved by Hongkong Regiment
units, whose duties on the Tientsin Peking
road are being largely taken over by 14th Sikhs.

We shall be obliged if any subscriber, on
receiving his paper late or irregularly will
write on the Wrapper of the paper the Time of
delivery, etc., and forward the Wrapper to the
Manager, *Hongkong Telegraph Co., Ltd.*, 50,
Queen's Road Central. The wrapper will
enable us to check the delivery coolies.

It may be noticed that we are publishing a
gazette of interest to the shipping community
generally, giving the names of officers on leave,
promotions, transfers, etc. We imagine it will
be found useful by many shipping people here,
who can see at a glance where their friends are
at the time. We shall be much obliged for
any information from our readers tending to
keep the column up to date.

THE *News Press* correspondent at Hankow
writes saying that the tea market has already
opened, without much success in any direction.
The buyers, British and Russian, have all
arrived there and have been disappointed be-
cause of the bad quality of tea this year. The
reason given for this is that in the spring just
gone by when the leaves were just coming forth
there had been too much rain in the tea dis-
tricts whilst at the time of plucking the leaves,
a sand-storm was experienced. Consequently,
the majority of leaves became muddy and un-
clean. The market price for Ningchow or
Oolong Tea (Black), varies from 75s. to 115s.
50 per picul.

A letter having been received from the
Government on the 15th April announcing that
Manila had been proclaimed by the Govern-
ment in Council to be an infected port, infor-
mation of the fact was at once supplied to
the local Press.

Some conversation ensued on an inquiry by
the Chairman as to what information this step
had been grounded on.

THE PIRACY OF REUTER'S POLITICAL
TELEGRAMS.

Read letter from the Manager of the *M. C.*
Asahi, Shanghai, dated 15th May, calling
attention to the fact that piracy of the telegrams
in this Colony—viz. their despatch by wire to
Shanghai as soon as printed—and enclosing
copy of an extract from the opinion of Mr. J. J.
Francis, K.C., in which various steps were
suggested, and asking if the Chamber, through
its Representative in the Legislative Council,
would kindly introduce some amendment to
the ordinance (No. 12 of 1894) specially framed
for the protection of these messages.

After some discussion, it was decided to take
steps to discover the offender with a view to
his prosecution.

This was all the business of public interest.

HONGKONG GENERAL CHAMBER OF COMMERCE.

At a monthly meeting of the General Cham-
ber of the Hongkong General Chamber of
Commerce, held at the Chamber Room, City
Hall, on the 18th May, 1901, at noon—Pre-
sent, Sir Thomas Jackson, (Chairman), Mr.
C. S. Sharp, (Vice-Chairman), Messrs. A.
Haupt, Hon. J. J. Keswick, W. Poate, R. L.
Richardson, N. A. Siebs, H. E. Tomkins,
Hon. J. Thurburn, (ex officio), and R. C. Wilcox
(Secretary).

MINUTES.

The minutes of the last monthly meeting
(held 17th April) and of the special meeting
held on the 27th idem were read and confirmed.

NEW MEMBER.

The Secretary reported that the Hamburg-
Amerika Line had been admitted to mem-
bership of the Chamber since the last meeting.

THE CHINESE TARIFF AND THE WAR INDEMNITIES.

Read letter from the Shanghai General
Chamber of Commerce, dated 6th May, en-
closing copy of a telegram addressed by that
body to the Chambers of Commerce at London,
Paris, Berlin, and New York, protesting against
hasty treatment of the tariff question as de-
stroying the only leverage for obtaining redress
of anti-treaty grievances and as threatening
trade expansion.

Decided, when replying, to reciprocate by
forwarding copy of this Chamber's telegram of
the 3rd inst. to the London Chamber of Com-
merce.

The Chairman, referring to this question,
said it was clear from Lord Cranborne's state-
ment, as telegraphed by Reuter (which he read),
that the British Government appreciated the position,
and that it was very satisfactory to find them
holding out for the very conditions mentioned
in the Chamber's telegram recently despatched
to London. It was interesting to note, in this
connection, that the *N.C. Daily News* cor-
respondent at Peking had telegraphed on the
7th instant—

"The Foreign Ministers to-day agreed to
inform the Chinese Plenipotentiaries of the
amount of the indemnities to be asked for.
They also agreed to stipulate for the aboli-
tion of lekin, the establishment of the tariff
on a gold basis, the free navigation of the
inland waters of China, and the removal of
the obstacles presented by the Bars at Wu-
sung and Taku. They also agreed as to the
opening of the whole of China freely to
foreign trade. Sir Ernest Satow objects to
this as being extra-territoriality."

Placing the Tariff on a gold basis would
practically mean doubling it. A present the
Chinese Government justly complain that they
are losing heavily owing to the fall in ex-
change. Probably this is the reason the British
Government object to any other increase in the
Tariff, which might have the effect in render-
ing it almost prohibitive in some directions.

He thought the majority of the Foreign Ministers
intended to hold this Tariff question in *terro-*
rem over the heads of the Chinese Government
until outstanding commercial grievances were
finally adjusted.

THE REGULATION OF SAILING CRAFT IN
HONGKONG HARBOUR.

Read letter from Colonial Secretary, dated
18th April, announcing that the Government
was in communication with the Government
of the Straits Settlements, presumably as
to the rules adopted in Singapore for the
regulation of sailing craft in that harbour.

The Secretary said that no further letter had
been received since.

The Chairman said that all they could do
now was to await the result of the Government's
reference to Singapore.

MANILA DECLARED AN INFECTED PORT.

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Government on the 15th April announcing that
Manila had been proclaimed by the Govern-
ment in Council to be an infected port, infor-
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steps to discover the offender with a view to
his prosecution.

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HONGKONG VOLUNTEERS.

The following Report from the General
Officer Commanding in China and Hongkong
to H.E. the Governor, appears in the *Gazette* of
the 18th inst.:

HEAD QUARTERS,

HONGKONG, May 2nd, 1901.

Sir,—I have the honour to forward the Com-
mandant's Report on the training of the Hong-
kong Volunteers Corps for the past year.

I am glad to see that the numerical strength
of the Corps has attained the highly creditable
total of 366 of all ranks; a strength that I hope
may be maintained, but, I think, need not be
increased.

"E." the Engineer Company, has done
especially useful work in assisting the Royal
Engineers in working the Electric Light In-
stallations. Major Mould, R.E., speaks very
highly of the attainments of some of the men,
but of others he says they have put in very few
attendances, and require more training. As
very highly trained men are required for these
duties, I hope that the company will make a
point of maintaining a superior standard of
efficiency in this branch of technical military
training.

In para. 33 the Commandant states that no
Rifle Range was at the disposal of the Corps.
No application for a range was made, and I
may say that, if made, a range would have been
allotted to him, for I hold that volunteers
should be proficient in rifle shooting.

Para. 35.—A Revolver Range is situated
near the Racquet Court, and could very easily
have been made available if an application had
been made for it.

Para. 44.—I hope that next autumn Stone-
cutters' may be at the service of the Corps for
its Annual Camp of Instruction.

At the parade for my Annual Inspection, I
am glad to say that the numbers attending
were good, an increase over that of last year,
although I had again to call attention to the
fact that there were too many 'Absent without
leave.' I figured that the majority of these
absentees had left the Colony, either perma-
nently or for a few months. In either case
leave should have been applied for.

The parade itself was good. The men were
steady in the ranks; the arms clean; the cloth-
ing of uniform pattern; and the movements
executed showed a marked improvement over

the two previous occasions when I have in-
spected this Corps. I am satisfied that the
Corps has taken itself seriously and is anxious
to show that it is a reliable factor in the
defence of the Colony.

I have the honour to be, Sir,

Your obedient servant,

W. J. GASCOIGNE,

Major-General,

Commanding in China and Hongkong.

LEGAL INTELLIGENCE.

SUPREME COURT.

CRIMINAL SESSIONS.

(Before His Honour Sir John Carrington,
Kt., C.M.G., (Chief Justice).

May 20th.

A SOLICITOR ENROLLED.

Before the usual business of the court was
commenced Mr. Pollock, Acting Attorney
General, moved that Mr. Edmund Charles
Pontifex be enrolled as a Solicitor. The usual
affidavits were put in and His Lordship wel-
comed Mr. Pontifex to practice and hoped that
he would prosper.

THE VITRIOL OUTRAGE.

The first case called was that in which George
Allen is charged with procuring the throwing
of a corrosive fluid over George Reek. The
Police Court proceedings were fully reported
in our columns at the time.

On his name being called Allen stepped into
the dock and on the charge being read over to
him, pleaded "not guilty."

The following jury was then empanelled,
and sworn—
Messrs. David Gow, F. H. Hohuke, G. G. J.
Atzenroth, Arthur Klein, D. S. Gubbay, A. K.
Lowe and N. H. Rutherford. The names of
Messrs. L. A. da Silva and Wong Wa Foy
were also drawn, but they were told by the
Registrar to stand aside.

The Prisoner had no objection to any of the
jury.

Mr. Pollock, Acting Attorney General, then
explained to the jury that in effect Allen was
charged with being an accessory before the fact
and that in point of law this was held to be
equally as criminal as the actual commission of
the felony. He then went on to explain the
law on the subject, telling the jury that it was
not necessary that any actual communication
be proved between the accessory and the
criminal, and cited a case which bore upon the
present one.

He then proceeded to relate the principal
facts of the case as given in the Police Court
proceedings.

Yeung Kuen, stated:—I am a prisoner in
Victoria Gaol under sentence of 3 years for
procuring Lo Tsui to throw a corrosive fluid
on one George Reek.

Here Mr. Hays came into Court and Mr.
Francis objected to his presence while evidence
was being given.

Mr. Reek and Lo Tsui were brought into
Court and identified by the Witness.

Witness continuing:—I was formerly em-
ployed in the Naval Yard for about ten years
as a storehouse man, to get goods out of the
stores on receiving orders from the Prisoner,
who was employed in the same store with

me. This was about 28th February last. I said he first spoke to me about it and that is why I said that that was the instigator.

The Court then proceeded to the instigator. On the case being resumed after the trial, Mr. Pollock, Acting Attorney-General said that he proposed to proceed with the case.

Lo Tsoi, stated: I am a prisoner in Victoria Gaol under a sentence of three years for throwing a corrosive fluid on Mr. Reek. I pleaded guilty at last Sessions. I was a coolie and had been employed in the Naval Yard. I know Yuen Kuen. He spoke to me about throwing fluid over Mr. Reek. The first time was on the evening of 12th March between seven and eight. He came to my place in Jardines Bazaar. Mr. Francis objected to Witness being asked what Yuen Kuen said to him, but the objection was not allowed.

Witness continuing—He said, "There is an old grudge existing between a foreigner and a storekeeper." He asked me if I would go and throw medicine water on the storekeeper. I said, "That is very serious." Then he asked me to go and do it and offered me ten dollars if I would. I said, "I am not going to do it." He said, "You need not be afraid about it; I will engage a lawyer to help you." I then asked what sort of medicine water was and told it would do no harm. I did not promise to do it then. When he was leaving he said he would call again next night. About nine next evening Yuen Kuen came again. He said, "Don't you forget to attend to that matter; I'll give you a few dollars more; you go up there to-morrow and I will give you the medicine water. On the following morning, about six o'clock, I and Lo Tsoi went to Ship Street where we met Leung Pin. I saw a European, Yuen Kuen then took me into a lane and gave me a bowl to hold, which I did, and then returned to the Praya where Yuen Kuen gave me a bottle half full of medicine water. Yuen Kuen said the storekeeper would arrive by the convent at about 6.35. We were walking about ten minutes and he said, "as soon as he arrives here, throw the water and run." I hesitated but he said I need not be afraid. About 6.35 the storekeeper was approaching. When he was about 5 or 6 feet from me Yuen Kuen pointed him out. At his request I poured the medicine water into the bowl and while Yuen Kuen walked away. When the storekeeper came up, I poured the stuff over him and ran away. I was arrested at Wanchai the same afternoon about four. Yuen Kuen did not mention any name to me, he simply said, foreigner.

Mr. Francis had no questions. By His Lordship—I knew the Prisoner from being employed in the Naval Yard. I knew his name.

Thomas Jabez Wilde, Assistant Government Analyst deposed to having examined the clothes worn by Reek, on the day of the outrage. The stains were those of nitric acid. Nitric acid was a corrosive fluid.

F. G. Reek, whose face bore a frightful scar caused by the acid, stated: I am leading man of stores at the Naval Yard. I have been there since June 1899. Prisoner was already there when I came. He is a storehouseman and I am his immediate superior. I have had occasion to speak to him on about a dozen occasions about stores being out of their proper places in the store. I never reported him. I lived in a flat in the same house with him, but did not meet with him. I had the upper flat and he the lower. I was living there about eleven months. I did not rent the flat from Prisoner but from an agent. He did his work fairly well so far as I am aware of. I had nitric acid poured over me on 14th March as I was on my way to the Naval Yard. I was wearing the clothes produced. I suspected nobody and was not aware of anyone who bore me any grudge. I have been under medical treatment until a week ago.

Mr. Reek here explained the nature of his injuries.

Continuing—I have never quarrelled with Prisoner or anyone else.

By Mr. Francis—I was in Naval Service when I came here. The faults found with Prisoner were minor ones and were always rectified; he seemed to receive them without grumbling. When I left his house we were on friendly terms and have been so ever since. His work was quite satisfactory so far as I was concerned. I have had occasion to find fault with Yuen Kuen and once reported him and he was fined a day's pay.

John Hays, stated—I am a solicitor and managing clerk to Johnson Stokes and Master. I defended Yuen Kuen at the Police Court. During the hearing I went up to the Gaol once to see him and took an interpreter with me. I next saw him on the 3rd April, also at the Gaol, and on 17th April I saw him a third time with my interpreter and Mr. Robinson. On the 17th April I saw the Prisoner in my office. He came in at 12.10. He was shown in by a clerk, and after the usual civilities had been exchanged, he said I understood you are defending a man called Yuen Kuen at the Sessions. I said yes. He then asked if all our fees had been paid and on being told yes said that if any more was wanted he would pay it. I told him he need not trouble. He then said "Supposing you get Yuen Kuen acquitted at the Sessions you will want more." I said no, we did not take cases on spec. He again assured me that if we did want more fees he would be happy to pay them. He then said "The names of some Europeans have been mentioned in the matter, haven't they?" I said "yes there have" (It is not good grammar My Lord, but I said it). He then said "Has Yuen Kuen mentioned any names?" I said yes, but that I was not at all means "making Yuen Kuen hold his tongue." I said "I can't make him hold his tongue; I can't put my hand in front of his mouth and stop his speaking." I can only advise him, as to what to say at his trial." He then said he hoped no names of Europeans would come out at the Sessions and that I would keep the names of Europeans back. I said I could make no promises. That if it was necessary names would be mentioned, both in the interests of my client and of justice. I at the same time told him that if it was not necessary to mention names they would not be mentioned. I asked him why he took an interest in a matter that only concerned a coolie. He said he had known Yuen Kuen, Mr. Reek and other labourers in the Naval Yard and they had worked together so long that they took an interest in him. He then said "It would be rather hard on me to have my name dragged in after I have found the money." Then he went away. I dictated a statement to a shorthand clerk of what took place and after he had transcribed it I corrected it. Prisoner came in at 12.10 and I dictated my statement at once.

By Mr. Francis—I jumped to no conclusions. I had grave suspicions as to Allen being mixed up in the violent throwing. This was partly the reason I had a record of the statement made and might have to be referred to, I had not briefed Mr. Robinson formally at the time. It was partly on account of the interview that Mr. Robinson went with me to see Yuen Kuen. Allen and Reek were the names I meant when I said names had been mentioned in connection with the case. Allen was, so far as I know the only one whose name was coupled with the crime. I said "names of Europeans" because Reek's name as well as

Allen's had been mentioned. I thought this a truthful answer. I looked at a copy of the account of the interview. This morning my object in going to see my client on that afternoon was that owing to my convictions that there was another person behind the crime I thought it my duty to go and see him with reference to what he should do at the Criminal Sessions. I did not urge him to say that Allen was at the back of him. On 3rd April I went to see my client. I had been told that he had told one of the warders that he intended to tell the whole truth and I went to see him about it. He told me that Allen had first asked him to get a man to strike Reek and afterwards to throw fluid on him. At the interview on the 17th I told Yuen Kuen that Allen had been to see me and made a certain statement. He then made a statement in Chinese which my interpreter took down in writing.

(Case Proceeding.)

AT THE MAGISTRACY.

HALF A BRICK.

Heaving half a brick at an Indian Constable, cost Li Fook \$15 or three weeks. He went to gaol.

THEFT.

Ng San, described as a carpenter, was sentenced to two months' hard labour for stealing a purse containing \$14 from Sui Tim. He had a previous conviction recorded against him.

BURGLARY.

For breaking into No. 4 Fuk Tsun Heung and stealing 14 pieces of clothing and a pair of shoes, Lui Yun was sentenced to three months' hard labour.

DRUNK.

Patrick Page, a seaman from the s.s. *Ranza*, pleaded guilty to behaving in a disorderly manner whilst drunk in Praya East yesterday. Mr. Hazeland imposed the usual \$3 or 14 days.

NO DINNERS.

Mr. Van Epps, the undertaker, lent his cook a dollar on Saturday. Result, no cook, no dinner. It took the cook until late Sunday night to spend his dollar and then he returned. Result \$5 or 14 days.

THE CRISIS IN THE NORTH.

SHANGHAI, May 14th.

A Proposed Change of Names.

Natives from Peking who have come down to Shanghai report that it is proposed to change the name of the Chinese gate of Peking into the "Ketteler" gate (Ketteler-men) after the late German Minister Baron von Ketteler, and the Drum Tower hitherto known as the Eastern Tower or "Tung Tai-lou" in the vicinity of which the late Baron was murdered by a petty officer of Yung Lu's personal corps last June, into Memorial Arch or "Hsin-piao Pail-fang". In this connection, according to the *Shanghai* editor, "It is improbable that the Plenipotentiaries will consent to such a proposition."

The Kiangsu Mint.

A dispatch from Nanking reports that H. E. Liu Kun-yi has lately engaged from Europe an expert to take charge of the coining of silver dollars and subsidiary pieces at the Kiangsu Mint, Nanking, and that this expert will be given the supreme control and direction of the place.

The Movements of the Court.

The local mandarins have received a Hsian telegram informing them that the Court will surely reach Kihingfu, the capital of Honan province, before the end of the 5th month (or about the middle of next June).—*N. C. Daily News*.

THE INDEMNITY SETTLED AT 450,000,000 TAELS.

H. E. Liu Kun-yi, Viceroy at Nanking, has received a telegram from Peking to the effect that the amount of the indemnity has been settled at the sum of 450,000,000 taels, this amount excluding the indemnity to be payable to the Foreign Merchants in the North for damages done to their properties during the Boxer disturbance.

It is also understood that besides the indemnity amounting to 450,000,000 taels, there appears to be interest to the extent of 8,000,000 taels which is to be calculated, and paid in several instalments within 30 years.—*New Press*.

FOREIGN TROOPS WITHDRAW TO TIENTSIN.

The *North Press* of the 15th inst. says—On the 9th inst., the Chinese Plenipotentiaries received official despatches from the various Foreign Ministers at Peking in which the latter officially informed the former that commencing on the 8th inst., and occupying 3 or 4 weeks, the foreign troops now in Peking would be withdrawn to Tientsin.

MARRIAGE OF MR. JIM WATTS C.M.G. OF TIENTSIN.

Mr. Jim Watts, of Tientsin, was married in the British Consulate-General and afterwards in the Cathedral on the 14th of this month to Miss Middleton, daughter of Mr. and Mrs. O. Middleton of Shanghai. The bridegroom whose plucky ride to bring relief to Tientsin when it was so hard pressed in June last has become a matter of China history, has already received two decorations from foreign Governments for that lucky and daring ride, and has now won a pretty wife—all as the result of "A Day's Ride". He is doubly lucky for just as his marriage was being celebrated came the news that King Edward VII. had conferred upon the happy bridegroom the Order of Commander of St. Michael and St. George, so that he is now James Watts, Esq. C.M.G., a recognition usually only conferred upon British civil officials for long and successful services to the State. Oh lucky Jim! Then the mail came in bringing the following news—The *London Gazette* notifies that "The King has been pleased to give and grant unto James Watts, Esq. His Majesty's Royal licence and authority that he may accept and wear the Cross of a Chevalier of the Royal Belgian Order of Leopold, conferred upon him by His Majesty the King of the Belgians in recognition of his active and distinguished service on the occasion of the recent siege of Tientsin." We heartily congratulate the gallant bridegroom upon the triple happy day and wish him and his bride happiness, long life, lots of brokerage, and a still more extensive alphabetical distinction in the future. Again, "Oh lucky Jim."—*The China Gazette*.

NEWS FROM THE NORTH.

PEKING, May 14th.

It is announced to-day from headquarters—"According to the reports of Lieut. Kirsten everything is now quiet on the borders of Shansi, west of Peking. The nearest Chinese garrison is stationed at Tatungfu, in Shansi, where there are 3,000 men and thirty guns."

"According to the reports of Lieut. des Arts quiet also prevails in the south-west of the province of Chihli. The nearest Chinese garrison in that district is at Lingshouhsien (about 15 miles W. of Peking), and 70 miles S. W. of Paoingfu, within the province of Chihli."

"Lieut. von Kummer reports that the districts north-west of Kalgan are being disturbed by Mongolian troops, who threaten the mission stations."

The headquarters have issued orders in consequence that the Second Squadron of the East-Asiatic Cavalry, and the second company of the Second Regiment of East-Asiatic Infantry proceed at once to Kalgan. The base of operations, however, will remain at Chatao, on the Great Wall. It is intended that later, Chinese troops shall garrison Kalgan in place of the Germans.

Notwithstanding the official reports, the following telegraphic information reaches here from Paoingfu: Bands of robbers again overrun the entire country south of Paoingfu. They have quite recently attacked a Chinese Christian village about 18 miles south of Paoingfu. The Boxer movement is reviving everywhere.

The German soldier on police duty who shot the Russian officer, Lieut. Captain Telyakovskiy, has been discharged, the inquiry having proved that he acted in self-defence.

NEWS FROM EUROPE.

BERLIN, May 14th.

The whole Russian Press demands in very strong terms that a Russian Naval Station should be erected without fail at Mesopotamia in spite of any objection that may be raised by Great Britain.

The Hamburg-America Line has purchased the steamers and goodwill of the Atlas Line in Liverpool, whose ships are running between New York and the West Indies.—*Ostasiatische Lloyd*.

WEI-HAI-WEI NEWS.

THE CRISIS IN COREA.

WEI-HAI-WEI, May 9th.

On Sunday afternoon the T.E.D. Officer brought important and sensational dispatches here from Admiral Bruce, now at Chemulpo, concerning events in the Hermit Kingdom.

It is a matter of common knowledge that relations have become strained between the Korean Government and their nominal servant, Mr. McLeavy Brown. Mr. Brown, it appears, has received notice to quit.

His prompt appeal for English support has received an equally prompt response from Admiral Bruce and the military authorities here.

The news should be specially gratifying to the British community in the Far East, as being another indication of the determination of our Government to maintain British prestige even in a part of the world that Russia has long been coveting.

It is rumored that the action of the Korean Government is due to French and Russian intrigue, and that Japan is giving diplomatic assistance to England. Certain it is that our representative at Seoul is to receive all possible support, and every preparation has been made to send a small expeditionary force to Chemulpo.

On receipt of the dispatches, preparations were immediately made, by the Commissioner, Major-General Dowd, to send a force of 1,500 troops by H.M.S. *Terrible* to Chemulpo. The expedition is under orders to leave at six hours' notice.

THE TROOPS UNDER ORDERS include the 2nd Company, Southern Division, R.G.A., with 47 in guns and several 12-pounders, all under Major Powells.

Of the First Chinese Regiment six companies of 100 men each will be commanded by Major C. D. Bruce.

Major Dawes is to take four companies of the 28th Madras Infantry.

Detachments of Marines, the Bombay Sappers and Miners, and the Royal Engineers are to swell the total. Major Cree, R.A.M.C., will take charge of No. 1 British General Hospital, and No. 1 Native General Hospital.

The whole force will be commanded by Major-General Dowd, C.B., D.S.O., and Captain Colomb, D.A.A.G., will be Chief of the Staff.

Should it be necessary to dispatch this expedition Lieut. Col. Lowry, commanding the 28th Madras Infantry, will be Acting Commissioner in General Dowd's absence.—*N. C. Daily News*.

COREAN NEWS.

(Via Japan).

SEOUL, May 8th.

Chi Pyeng-jik, Premier, has presented a representation to the Emperor in favour of cancelling the French loan contract. A Cabinet meeting was held the day before yesterday, when it was decided to cancel the contract.

The French Minister to Seoul will lodge a demand with the Korean Government for an indemnity of yen 500,000 owing to cancellation of the loan contract.—*Yokohama*.

A FLOATING EXPOSITION FOR THE ORIENT.

A novel proposition to send to the Orient a floating exposition of American products is attracting wide attention on the Pacific Coast of America. Mr. George A. Newhall, president of the San Francisco Chamber of Commerce, said on the subject: "To my mind no more practical method has ever been suggested for introducing American products in foreign lands, and especially in the Far East, where conservative people rarely travel abroad, and can be educated to an appreciation of our goods only by carrying to their very doors examples of what we have to offer them. California and San Francisco would receive special benefit from such an exposition sent out upon Pacific waters. Fronting us in the Orient are populous countries on the threshold of a mighty development, and presenting almost unparalleled opportunities for the extension of Western commerce. If we do not rise to the occasion, and by all the means at our command demonstrate the superior excellency of American products and manufactures, the European nations will pre-empt the field. The idea of a floating exposition is by no means wholly experimental. Some ten years ago Germany initiated the plan, and demonstrated its efficiency as a means of securing and extending trade. Our country assumes no risk in undertaking an enterprise whose success has already been proved on a small scale by that most practical of nations. It remains for this country to render it effective on a larger and grander scale, insuring a commensurate return."

A PRIAR ARRESTED IN MANILA.

Quite a sensation was created in religious circles recently, says the *New American*, over the arrest of Padre Teodoro Fernandez, a Franciscan friar, by order of the native courts, for misrepresenting himself as the agent for the Franciscan order in the sale of property in the barrio Isla del Romero, Manila. The arrest was made at the instance of attorneys Robles and Ortigas, who represent Messrs. Mendonza and Co. the plaintiffs, in a civil case in reference to the property. The court admitted him to \$100,000 bail.

Never before in the history of the islands have the civil courts taken a priest in charge. Within the portals of the Church in Spanish days the officer of the law became powerless. All within were under the protection of the church, and the church was supreme. Criminals hunted by the police sought refuge in the church, and there they were safe. Many times has the Padre stood at the church door with his cross in his right hand and cowed a company of soldiers while the criminal was safe within.

90 days, there are Filipinos, and many of them, who are wrathful over the arrest of the padre. They claim it is a sacrilege, no matter what he has done, and attorneys Robles and Ortigas are listed by those fanatics as very bad hombres to do such a cruel thing to the man of God.

It appears that Padre Fernandez sold the property of the Franciscans in Isla del Romero when he was unauthorized to act as agent, and the purchasers have had trouble over the title. Finally it was traced to Fernandez, and now he will be obliged to stand trial like any other hombre.

DISAPPEARING BANGKOK.

The demolition now going on of the East Asiatic Company's old premises in Oriental Avenue leaves open to view the bar and dining room of the original Oriental Hotel of fifteen years ago. And what memories these old plank walls conjure up—shades of many long since departed across the great divide: recollections of the living many of them yet among us! They are in truth a motley lot of ghosts that crowd around the crazy old walls.

The gold mine promoter, whose banking account was the least prominent of his virtues; the school clergyman who talked of the "d-d-d" Communism; the Lieutenant Colonel of the "d-d-d" Community; the sun that shone at the "breach at Delhi"; the Count; the Baron; the Professor; Doctors galore; the rest Captains. Nor can one forget the gallant Jarck, and Salje "mine hosts" the best and fairest of caterers; "Jimmy" Marable, the electrical engineer, on a three years' strike with full pay; and Salomon, veritable embodiment of a bar-room Hawkeshaw. We can see them playing their interminable "Help yr' neighbour", a then popular game. The stakes were "drinks"; the implements dice and a piece of chalk. All played even if they gave no more solid assistance to one another. To drink was a point of honour, and its importance was never forgotten. Peace be to their names! The old stager in Bangkok, as elsewhere, is always eager to impress on one that the world went very well then, and that these are degenerate days. But as he sees the last few planks of the old building torn down, one may doubt if in his heart he does not believe that it is well that the old order has passed.—*Bangkok Times*.

NOTANDA.

CALENDAR.

MAY.

Meteorological means based on ten years' observations to 1899.

Barometer.....29.867

Thermometer.....76.2

Humidity.....84.0

Rainfall.....15.0

TO-DAY.

WEATHER REPORT.

On date at 4 p.m.

Barometer.....29.88

Temperature.....81

Humidity.....67

Rainfall.....—

TO-DAY.

Monday, 20th May, 1901.

Chinese—3rd of 4th moon of 27th year of Kwang-shu.

Sun—Rises.....5hr. 20min.

Sets.....5hr. 33min.

Moon—Rises.....1hr. 40min.

High water—Morning.....5hr. 38min.

Afternoon.....1hr. 50min.

Low water—Morning.....5hr. 10min.

Afternoon.....5hr. 53min.

ANNIVERSARIES.

1839—The delivery to the Canton authorities of 20,234 chests of opium completed.

1871—The Versailles troops entered Paris.

1873—Destructive tornado at Taiwan, Formosa.

1878—First parade of the Hongkong Volunteer Artillery.

1887—The French mail steamer *Mensaleh* sunk near the Suddles from some accident to her machinery.

1892—Imperial Edict re anti-Christian literature issued.

1897—Russian Embassy arrived at Peking.

1898—Hon. J. H. S. Lockhart gazetted C.M.G.

1899—Two ladies assaulted in verandah under Burlington Arcade.

AGENDA.

TO-MORROW.

Noon—N. Y. K. steamer *Mt. Fuji* leaves for Japanese ports.

3 p.m.—L. C. S. N. steamer *Salsang* leaves for Indian Ports.

WEDNESDAY, 22nd.

Daylight—O. S. K. Co's steamer *Anping Maru* leaves for Coast Ports.

Noon—Ordinary General Meeting of Messrs. A. S. Watson & Co., at the Dispensary.

Noon—Public Auction by Messrs. Hughes and Hough, at their Sales Rooms of the British steamer *Sobren*, and the portion of her cargo remaining on board.

Noon—Indo-China Co's steamer *Mausang* leaves for Sandakan.

4 p.m.—L. C. Co's steamer *Yunsang* leaves for Manila.

5 p.m.—C. M. Co's steamer *Perla* leaves for Manila.

5 p.m.—A. L. Co's steamer *India* leaves for Japanese Ports.

Cargo ex *Metopone* subject to rent.

Cargo ex *Nuernberg* subject to rent.

Cargo ex *Gisela* subject to rent.

SHIPPING CAZETTE.

In future the *Telegraph* shipping form supplied to Captains of vessels will contain a heading for notices of officers and engineers transferred or on leave, etc. Friends will much oblige by giving this information—

May 20th.

The officers of the American steamer *Tai-shan*, are Captain Patterson; T. Stephen, chief officer; W. Kay, chief engineer; Chas Stuart, 2nd officer; A. Adair, 2nd engineer; Taylor, 3rd engineer.

J. McDonald, chief engineer, s.s. *Chuan-shan*, has been promoted chief engineer, *Pak-shan*.

R. H. A. Keller, acting chief engineer, s.s. *Pak-shan*, has been promoted 2nd engineer, *Pak-shan*.

A. Cameron, 3rd engineer, s.s. *Pak-shan*, gone home.

Jos. Brown, chief engineer, s.s. *Siam*, has been promoted chief engineer, *Chuan-shan*.

Fred. Dean 2nd engineer, s.s. *Siam*, has resigned his ship and joined the Siamese gunboat *Makut Nakagum*.

Percy Smith, Resigned P. W. D. joined s.s. *Pak-shan*, 3rd engineer.

E. J. Stoddart, chief engineer, s.s. *Diamond*, gone home.

Alex. Whyllie, 3rd engineer, s.s. *Diamond*, has been promoted chief engineer, *Diamond*.

T. H. Williamson, 3rd engineer, s.s. *Esmeralda*, has been promoted 3rd engineer, *Diamond*.

T. Clark, resigned from Douglas Co. and 2nd engineer, *Esmeralda*.

J. Furniss, from home leave has joined s.s. *Loongsang*, chief engineer.

SHIPPING AND MAIL NEWS.

MAILS DUE.

American (*Doric*) 24th inst.

Indian (*Ararat*) 24th inst.

English (*Paranatta*) 24th inst.

Australian (*Airile*) 26th inst.

Canadian (*Empress of China*) 28th inst.

German (*Sachsen*) 28th inst.

American (*Peru*) 8th prox.

The P. & O. S. Co's steamer *Parramatta*, left Singapore for this port the 18th inst., at 6 p.m.

The P. & O. S. N. Co's steamer *Rosetta Maru*, (Australian Line) left Manila for this port yesterday, the 19th inst., at 6 p.m., and is expected to arrive here on Wednesday the 22nd inst., a.m.

The Imperial German Mail steamer *Sachsen* carrying the German Mails with dates from Berlin of the 29th April left Colombo on Friday, p.m., the 17th inst., and may be expected here on or about Tuesday, the 28th inst.

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
MIKE MARU	MOJI, KOBE and YOKOHAMA	To-morrow, 21st May, at Noon.
WAKASA MARU	KOBE and YOKOHAMA	FRIDAY, 24th May, at Daylight.
ROSETTA MARU	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 24th May, at Noon.
HIROSHIMA MARU	HAMA, BOMBAY, VIA SINGAPORE and COLOMBO	FRIDAY, 24th May, at Noon.
KASUGA MARU	SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNVILLE and BRISBANE	FRIDAY, 24th May, at 4 P.M.
INABA MARU	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 31st May, at Daylight.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 15th May, 1901.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 11th June, at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 4th July, at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 30th July, at Noon.

THE Twin Screw Steamship

"NIPPON MARU," will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 11th June, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application. Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY,
Acting Agent.

Hongkong, 18th May 1901.

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with THE OREGON RAILROAD AND NAVIGATION COMPANY.

Operating the New First-class Steamships "INDRAVELLI," "INDRAPURA," "KNIGHT COMPANION,"

HONGKONG and PORTLAND (OR.) calling at SHANGHAI, NAGASAKI, MOJI, KOBE, and YOKOHAMA.

THE Steamship

"INDRAVELLI," will be despatched for PORTLAND (OR.) about 5th June, 1901.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian, and United States Ports.

For through Rates of Freight and further information communicate with, or apply to, ALLAN CAMERON, General Agent.

or to SHEWAN, TOMES & CO.

Mails.

U.S. MAIL LINES.

PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;

Via

The Overland Railways, and Atlantic and other Connecting Steamers.

Via Inland Sea of Japan and Honolulu.

PROPOSED SAILINGS FROM HONGKONG.

"CHINA"	SATURDAY, 25th May, at Noon.
"DORIC"	SATURDAY, 1st June, at Noon.
"PERU"	TUESDAY, 18th June, at Noon.
"OPTIC"	THURSDAY, 27th June, at Noon.
"CITY OF PEKING"	SATURDAY, 13th July, at Noon.
"GALIC"	TUESDAY, 23rd July, at Noon.

The U. S. M. Company's Steamship "CHINA," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, the 25th instant, at Noon, taking Freight for Japan, the United States, and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route. Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between San Francisco and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application. Special rates (first class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full first-class fare from the United States, Canada or Europe, a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months will be allowed a reduction of ten per cent from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Points, beyond San Francisco, in the United States, should be sent to the Company's Office addressed to the Collector of Customs at San Francisco.

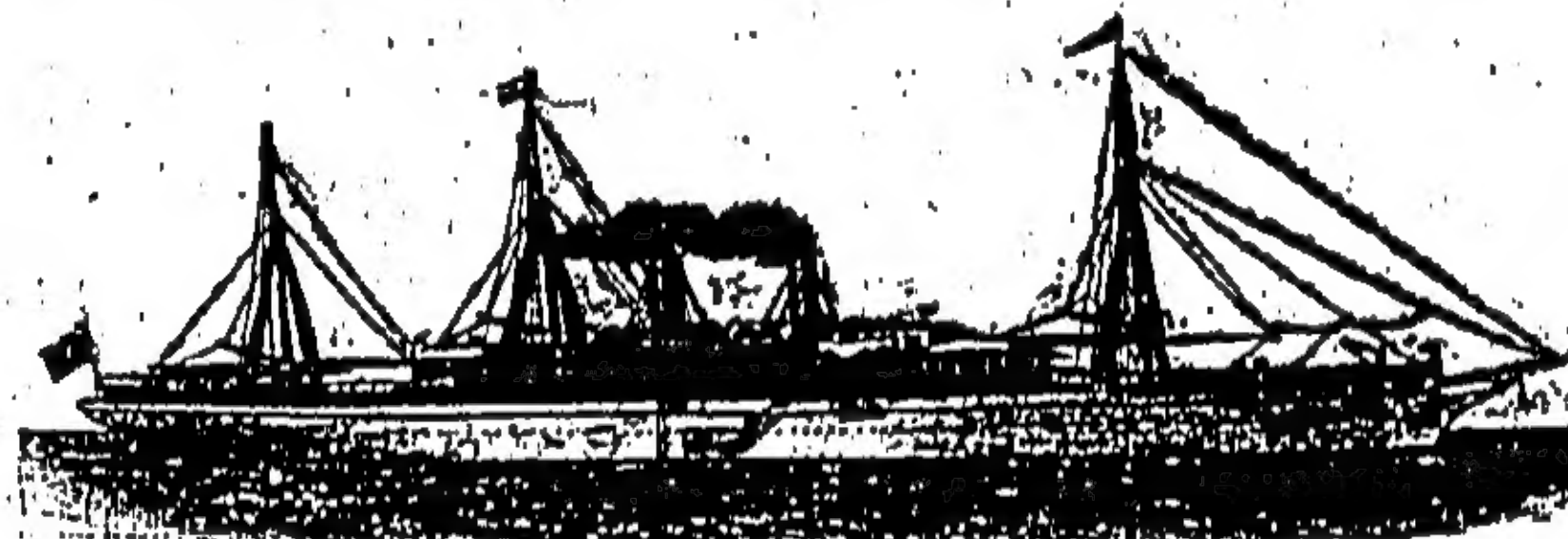
Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY,
Acting Agent.

Hongkong, 7th May, 1901.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R.	WEDNESDAY, 5th June.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R.	WEDNESDAY, 26th June.
EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R.	WEDNESDAY, 17th July.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return Tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 15th May, 1901.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SUEVIA...Wagner	HAVRE and HAMBURG (Calling at SINGAPORE)	24th May } Freight.
SEGAVIA...Foerck	HAVRE and HAMBURG (Calling at SINGAPORE and PENANG)	31st May } Freight.
WITTENBERG...Hempel	HAVRE and HAMBURG (Calling at SINGAPORE and COLOMBO)	10th June } Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE,

No. 1, Queen's Buildings.

Hongkong, 15th May, 1901.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL.
AMOY and SHANGHAI	"WOOSUNG"	21st instant.
MANILA	"SUNGKIANG"	21st instant.
AMOY, SINGAPORE, SAMARANG and SOERABAYA	"SHANGTUNG"	26th instant.
ILOILO and CEBU	"KAIKONG"	27th instant.
MANILA	"CHANGSHA"	10th June.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	10th June.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 20th May, 1901.

OCEAN STEAMSHIP COMPANY. OUTWARDS.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL	"PROMETHEUS"	28th May.
"	"GLAUCUS"	11th June.
"	"ALCIBIUS"	14th June.

S.S. "ACELLES" has arrived from GLASGOW and LIVERPOOL, and will sail for SHANGHAI and JAPAN.

HOMEWARDS.

FOR	STEAMERS.	TO SAIL.
LONDON	"CALCHAS"	28th May.
"	"DARDANUS"	11th June.
"	"MACHAON"	25th June.
"	"PROMETHEUS"	9th July.
"	"RHEIPEUS"	6th June.

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents, O. S. S. Co.

Hongkong, 20th May, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"SUISANG,"

Captain Tadd, will be despatched as above TO-MORROW, the 21st instant, at 3 P.M.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 15th May, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU,"

Captain S. Atsumi, will be despatched for the above Port, on WEDNESDAY, the 22nd instant, at Daylight.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 8th May, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SANDAKAN.

THE Company's Steamship

"MAUSANG,"

Captain Welsh, will be despatched as above on WEDNESDAY, the 22nd instant, at Noon.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 17th May, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.

THE Company's Steamship

"INDIA,"

Captain Ghezzi, will leave for the above places on WEDNESDAY, the 22nd instant, at 5 P.M.

For Freight, apply to

SANDER, WIELER & Co.,
Agents.

Hongkong, 15th May, 1901.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH

THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM

HONGKONG TO SAN DIEGO AND SAN FRANCISCO.

VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Belgian King, 13,379 about June 10

THE Steamship

"BELGIAN KING,"

will be despatched for SAN DIEGO and SAN FRANCISCO, via MOJI, KOBE, YOKOHAMA and HONOLULU, on or about the 10th June.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, China and Japan, 15th May, 1901.

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"INDRANI,"

Captain will be despatched as above on or about the 25th June.

For Freight, apply to

JARDINE, MATHESON & Co.,
Agents.

Hongkong, 16th May, 1901.

SHEWAN, TOMES & CO'S "NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ARARA,"

Captain will be despatched for the above Port on or about the 1st August.

For Freight, apply to

SHEWAN, TOMES & Co.,
Agents.

Hongkong, 15th May, 1901.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"PERIA,"

Captain R. W. Almond, will be despatched as above on WEDNESDAY, the 22nd instant, at 5 P.M.

The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.

A Doctor is carried.

For Freight or Passage, apply to

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 18th May, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSANG,"

Captain Rolfe, will be despatched as above on FRIDAY, the 24th instant, at 4 P.M.

This Steamer has Superior Accommodation for First class Passengers, is fitted throughout with Electric Light and carries a Doctor.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 18th May, 1901.

NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Screw Steamship

"KASUGA MARU,"

(3,873 Tons Gross, Captain H. Fraser), will be despatched for the above Port, on FRIDAY, the 24th instant, at 4 P.M.

This Mail Steamer is provided with Superior Accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric light and Refrigerator, Doctor and Stewardess carried.

Return Tickets issued by this Company are available for return by steamers of the other Lines.

INCREASE OF POPULATION.

The following extracts from the *Literary Gazette* on the United States increase of population will be found interesting as applying to countries and nations in general.

The remarkable increase of population predicted for the United States by Dr. H. S. Pritchett in a recent article in *The Popular Science Monthly* was noted not long ago in these columns. From a study of the past increase, the writer attempted to deduce the law governing it, and this law was then applied to estimate the future increase. This process, which is called by mathematicians "extrapolation," is acknowledged by them to be exceedingly risky, even in pure mathematics, and it is doubly so in application to matters where future conditions are imperfectly known. In a communication to the magazine in which Dr. Pritchett's article appeared, Charles E. Woodruff, an officer in the regular army, asserts that the writer has not even taken into account some very well-known conditions. He says:

"He does not seem to have taken into consideration the density of population and what we might call the saturation-point or the maximum population which can be fed. A population far below its saturation-point will increase rapidly, but when it saturates the land there is no increase, and as we approach our saturation-point our rate will rapidly diminish to zero."

"We do not know what our saturation-point is under the present conditions of food production; but we produce far more than is needed for our twenty people per square mile. Nor can we estimate our future saturation-point, for no one can presume to predict what science will enable us to do in the way of food production, other than what, by present methods, can be forced from the soil. We can only estimate our limit, basing it upon the known densities in countries which have always been populated to their limit."

"The saturation-point rises with civilization, just as the saturation-point of air for water rises with the temperature. Cultivated land is said to produce 1,600 times as much food as an equal area of hunting land. Denmark, for instance, could support but 500 paleolithic people, and when their culture rose to the level of the present Patagonians, 1,000 could exist, and 1,500 of those on the level of the natives of Hudson's Bay. In the pastoral stage each family requires 2,000 acres, and France could not support 50,000 of such people. For centuries after the Norman conquest the whole of Europe could not support 100,000,000, or about 25 per square mile, while now there are 81."

"The saturation-point may remain stationary in an arrested civilization, the writer notes. China, for instance, is said to have had 400,000,000 for many centuries. On the other hand, in lands where food can be bought from abroad and paid for by manufactured goods, the population can go beyond the saturation-point. Great Britain is said to import one-third of her food, and her 300 people per mile place her far beyond the point of saturation. When the countries from which she buys have no surplus to sell, her population must decrease to about 200 per mile, which is all that she can feed. Should her factories fail through foreign competition, so that she cannot buy, she will also decrease in population, just as Ireland has done since the beginning of the last century. The writer goes on to say:

"America was saturated by savages in pre-Columbian times, and they were constantly at war for more room; but the land has always been far from saturation for civilized whites. Though we now export enough food for a large population, we cannot produce very much more, for all the useful land is now taken up. Fully sixty per cent. of the desert lands west of the 100th degree of longitude will never have water on it, and that alone will forever prevent us being as densely populated as Europe. Perhaps we can now support fully 125,000,000, or 34 per mile, a point which Dr. Pritchett calculates we shall reach in 1925, at our present rate. By that time we shall have farms on ten or fifteen per cent. of the arid lands, the limit of possible irrigation, and perhaps then we can support 200,000,000, our calculated numbers a little over a century hence, for that would be a density of about 125 per mile—far greater than Europe."

"It is also difficult to see how science is to produce food indefinitely, for the real basis of food production is the soil and vegetation, such as the changing of cellulose into starches and sugars. The possible limit is the amount of the sun's energy we can capture through vegetation. The calculated population of a thousand years hence, 41,000,000,000, or 11,000 per mile, is not at present conceivable."

The law of population, the writer points out, is that its increase depends upon its density, irrespective of the birth-rate. At the saturation-point the death-rate and the birth-rate must be equal, as they are now in China, where there is at the same time a large birth-rate and also a frightful destruction of life by pestilence, famine, and murder. He goes on to say:

"Our civilization will never tolerate such mortality, nor can the surplus migrate, as it has been doing from Europe for four hundred years. Yet we need have no fear of future famines and pestilence due to overcrowding and so necessary in India and China, for the solution of the problem will come of its own accord in a natural limitation of the size of families. . . . By the time we have reached our maximum growth, it is quite likely that the number of children in American families will be less than three, or just enough to compensate for unavoidable deaths and still keep the population stationary. The deliberations of the Malthusian societies may appear very absurd, but they are merely discussing things which are sure to come about naturally and not artificially."

"Thus in Dr. Pritchett's estimates of our future population of 11,000 per square mile being based upon the rates of increase in a country far below its saturation-point, it seems that a better formula could have been obtained by taking the increases in European countries which probably have been saturated since the glacial times and supersaturated ever since they became maritime powers and could import food. Thus England had 5,500,000 in 1650, and only 6,500,000 in 1750 and less than 9,000,000 in 1800, since then, through food importations due to commerce, her rate of increase has been about thirteen per cent. per decade. Our rate, as above stated, was thirty-two per cent. in 1800, twenty-four per cent. in 1880, and the time it will be thirteen may be long before 1900, and it is quite likely to be zero in a century or two."

"Our country will never contain more people than it can feed, and the struggle for existence or the stress of life will not be a particle more severe than now. Since the first paleolithic man appeared on the scene, Europe has supported as many men as she could and has thus been at the saturation-point, ever on the verge of over-population, leading famines, wars of expansion, and other forms of death, so that there has always been the same struggle for existence we see now, and that struggle can never be more severe than it has always been there. The course of civilization would even justify a prediction that life will be made easier, so that posterity may pity us as we pity our savage ancestors in their terrible struggle for existence."

UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:

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Auger, Bishop Van
Armistead, Miss A. J.
Anderson, R. A. J.
Awmjinn, Miss
Aheri, J.
Arthur, Mr.
Agathe, G.
Bannerman, J.
Bursan, Chas.
Bent, G.
Bryan, M. R.
Bernedo, J. G. G.
Bryd, W. H. M.
Bobb, O.
Bubning, N.
Bastchinsky, M. de
Barton, Miss A. C.
Barton, A. L. L.
Buissonné, W. T.
Benhan.
Burroughs, Miss
Ayrer, A. C.
Boyd, Mrs. J.
Bergerowski, C.
Burton, H.
Candler, W.
Chadling, Brothers & Co.

Carpenter, F. C.
Child, H. E. A.
Chapman, W.
Carllidge, J.
Cowan, E. H.
Callen, Capt. V.
Comes, Mrs.
Cahill, G.
Cooke, L. F.
Graig, J.
Chanes, L. L.
Comrie, L. P.
Chu, Miss R.
Carrington, J. C.
Cuncin, Mrs.
Drewes, Capt. H.
Dannenberg, Miss E.
Darlington, H.
Dautewich, P.
Dunbar, T. E.
Dipple, Mrs. P.
Deas, W. P.
Davis, A.
Daudson, W.
Darley, Miss H.
Denn, F.
Etienne, C.
Eitel, L. L.
Elkins, S. B.
Fernandes, H. W. S.
Fernandez, V. D.
Frieburg, S. S.
Fobris, G.
Freeman, Miss V. W.
French, Mrs.
Ful, J. P.
Goetz, F.
Grant, W.
Gyr, H. W.
Glendinning, R.
Goodwin, L.
Georgeson, J.
Grant, J. K.
Gronstein, B.
Gomez, J.
Greenwood, T.
Green, Mrs. G.
Garratt, S.
Grimes, J. B.
Gordon, J. A.
Graham, Miss L.
Harkens, J.
Herbenville, L. D.
Hornby, B.
Hardy, R. J.
Hachet, H.
Hoag, P. V.
Hooley, P. F. G.
Huy, C.
Harrison, Mrs. P.
Hamilton, Mrs. H.
Hallard, F. J.
Hecack, A.
Hay, Rev. N. E.
Hark, G.
Hall, B.
Hendersen, W. L.
Heaver, Mrs.
Hawler, W. L.
Hakata, C.
Harding, H. G.
Hastie, J.
Harwood, T.
Hedges, E.
Hueber, Mrs.
Ingold, F.
Insley, Mrs. H. R.
Johnson, J.
Jeffries, Rev. M.
Joasiano, S.
Jor, A. (Sailor)
Jenkins, C. M.
Jannot
Jama, Mrs.
Jansson, Andreas
Kirkpatrick, M. C.
Kinn, C. H.
Kelpet, G.
Karmants, S.
Kirk, R.
Kelton, W.
Kuhn, F.
Kneuzle and Streiff
Kukman, G. W.
Knapp, Jr., W.
Kobruson, C. J.
Lawing, C. C.
London, H. J.
Lester, H.
Lyall, R.
Lagaine, L.
Lessa, Miss
Lohar, A.

Carpenter, F. C.
Child, H. E. A.
Chapman, W.
Carllidge, J.
Cowan, E. H.
Callen, Capt. V.
Comes, Mrs.
Cahill, G.
Cooke, L. F.
Graig, J.
Chanes, L. L.
Comrie, L. P.
Chu, Miss R.
Carrington, J. C.
Cuncin, Mrs.
Drewes, Capt. H.
Dannenberg, Miss E.
Darlington, H.
Dautewich, P.
Dunbar, T. E.
Dipple, Mrs. P.
Deas, W. P.
Davis, A.
Daudson, W.
Darley, Miss H.
Denn, F.
Etienne, C.
Eitel, L. L.
Elkins, S. B.
Fernandes, H. W. S.
Fernandez, V. D.
Frieburg, S. S.
Fobris, G.
Freeman, Miss V. W.
French, Mrs.
Ful, J. P.
Goetz, F.
Grant, W.
Gyr, H. W.
Glendinning, R.
Goodwin, L.
Georgeson, J.
Grant, J. K.
Gronstein, B.
Gomez, J.
Greenwood, T.
Green, Mrs. G.
Garratt, S.
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Gordon, J. A.
Graham, Miss L.
Harkens, J.
Herbenville, L. D.
Hornby, B.
Hardy, R. J.
Hachet, H.
Hoag, P. V.
Hooley, P. F. G.
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Harrison, Mrs. P.
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Hallard, F. J.
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Hark, G.
Hall, B.
Hendersen, W. L.
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Hawler, W. L.
Hakata, C.
Harding, H. G.
Hastie, J.
Harwood, T.
Hedges, E.
Hueber, Mrs.
Ingold, F.
Insley, Mrs. H. R.
Johnson, J.
Jeffries, Rev. M.
Joasiano, S.
Jor, A. (Sailor)
Jenkins, C. M.
Jannot
Jama, Mrs.
Jansson, Andreas
Kirkpatrick, M. C.
Kinn, C. H.
Kelpet, G.
Karmants, S.
Kirk, R.
Kelton, W.
Kuhn, F.
Kneuzle and Streiff
Kukman, G. W.
Knapp, Jr., W.
Kobruson, C. J.
Lawing, C. C.
London, H. J.
Lester, H.
Lyall, R.
Lagaine, L.
Lessa, Miss
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Arthur, T. T.
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Awmjinn, Miss
Aheri, J.
Arthur, Mr.
Agathe, G.
Bannerman, J.
Bursan, Chas.
Bent, G.
Bryan, M. R.
Bernedo, J. G. G.
Bryd, W. H. M.
Bobb, O.
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Dean Singh, I.P.C.
Duff, A.
Fox, F.
Faimalee (Bombay)

Felicie, Blaz
Fossiane, A.
Freire, F. X. P.
Frampson, Mrs. (3)
Fahris, G. (Singapore)
Gahor Khan
Gewanal Singh, I.P.C.
807
Garcia, R.
Gulab Khan, I.P.C.
509
Gunda Singh
Gleick, M.
Hand, J. (Manila), To
Constancio Hand,
Vic. Eng. School,
Hongkong.
Harwood, Thomas
Hasham Ali, I.P.C.
667
Hilton, St. John.
Hazar Khan, I.P.C. 616
Hesa, Miss O.
Hodge, E. G., Port-
land (Maine), Re-
turned.
Hakan Singh, I.P.C.
602
Hall, J. L.
Harrison, R.
Hall, Capt. F. (2)
Hoshi, S.
Haynes, J.
Jawalla Singh, I.P.C.
614

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"Belgian King".....Abernethy.
"China".....Mr. Cooper.
"Destruction".....J. Garbutt.
"Elite North".....J. McCarty.
"Eman Luyken".....J. Wallis.
"Haitian".....A. Anderson.
"Idemont".....T. Connolly.
U.S.S. Iris.....Ray. Shear.
S.S. Manuel Laguna, E. Nielson.
"Monmouthshire".....Capt. J. Kennedy.
"Monmouthshire".....W. Cropley.
"President".....R. B. Munro.
"Radley".....John Mann.
"Rauas".....G. Grancakakis.
U.S.H.S. Relief.....Chas. McFeely.
"Relief".....H. McNeil.
"Relief".....H. Miller.
"Relief".....P. Schneider.
S.S. Santal ferome.....Capt. A. Jones.
"Shantung".....R. O. Lloyd. (2)
"Urtuna".....Capt. Wilson.

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Joint Telegraph Companies Offices
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Birdline. Steel.
Butler Duncan Pigtall. Stranzen.
Chingtai. Sunanyuen.
Cheong Seng Loong. Teiching.
Dellaguz. Thangtai.
Dancan Chesney. Thl.
Warwell Writer. Tokham.
Fromeur. Torped Depot.
Gee (Major). Turgens.
Honjo. Watanabe.
Kamechoong. Wingyloong.
Kongyulong. Yecan.
Kwongsingloong. Yuenow.
Lahpoyuen. 0208 (Swee Kee Chan).
Lapraik. 0651, 4637 (Nam Hing).
Lichuenhang. 5233, 3266, 3964, 2875.
Matthew, Joseph. 1331, 2250 (Wingon).
Messagerie. Tai, West Point.
Powlee. 5940 (Kwong Yu Yun).
Quanonlong. Two.
Quanonlong. 0051, 3031 (Nam Wan).
Sham. 0208 (Swee Kee Chan).
Sionghoochan. 5568, 7127 (Manloong).
Steamer Winsland. 2588, 5288 (Wing Kee).

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ing:—
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7 to 61-70 " "
8 to 71-80 " "
9 to 81-90 " "
14 to 151-160 CREASY EWENS, Esq.
15 to 161-170 " "
18 to 182-190 FUNG SHIU SAN, Esq.
19 to 191-200 " "
20 to 201-210 " "
25 to 245-255 A. G. G. GORDON, Esq.
33 to 311-320 ELRAZE-SILAS KELLY, Esq.
34 to 321-330 " "
35 to 331-340 " "
36 to 341-350 " "
37 to 351-360 " "
with transfer deeds attached having been
"LOS" New Certificates for the same will be
issued One Month from the date hereof and
the Original Certificates will be considered by
the Company as Null and Void, and all persons
are hereby warned against accepting or nego-
ciating same.
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 7th May, 1901. [501c]
WANTED.
ENGLISH MINING ENGINEER AND
MANAGER, First Class Testimonials,
Wide Experience, is shortly terminating
present engagement in MALAY PENINSULA
and wishes for Employment as above in JAPAN,
CHINA or CORIA.
Address:—
"CYANDIE,"
C/o Straits Times, Singapore.
30th April, 1901. [475c]
WANTED.
A COMPETENT SHORTHAND RE-
PORTER.
Apply, stating Qualifications and Salary
required, to
"X.A."
C/o This Office.
Hongkong, 19th April, 1901.

THE
ROBINSON
PIANO CO., LIMITED.
BEST VALUE IN
PIANOS.
MONTHLY PAYMENT
SYSTEM.
TUNING. REPAIRS.
our Speciality.
INSTRUMENTS.
STRINGS.
MUSIC.
Grand stock, reduced to clear.
Hongkong, 13th March, 1901. [26]
F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS,
AND GENERAL COMMISSION
AGENTS.
PRAYA CENTRAL HONGKONG.
SOAP MANUFACTURERS.
SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE
HARTMANN'S RED HAND
BRAND, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES, &c., &c.
Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.
EVERY KIND OF
SHIP'S STORES AND REQUISITES,
ALWAYS IN STOCK
AT
REASONABLE PRICES.
Hongkong, 14th May, 1896. [38]

Intimations.
WORTH A GUINEA A BOX.
BEECHAM'S PILLS
FOR ALL
BILIOUS AND NERVOUS DISORDERS
SUCH AS
SICK HEADACHE, CONSTIPATION,
WEAK STOMACH,
IMPAIRED DIGESTION,
DISORDERED LIVER,
AND FEMALE AFFECTIONS.
ANNUAL SALE SIX MILLION BOXES.
50 CENTS PER BOX.
Prepared only by the Proprietor—
THOMAS BEECHAM, St. Helens, England.
SOLE AGENTS for HONGKONG and the
EMPIRE OF CHINA—
WATKINS, LIMITED,
APOTHECARIES' HALL, 66, Queen's Road
Central, Hongkong. [44]
NEW GOODS.
PLENTY
IN
HAND.
JAPANESE CURIOS.
D. NOMA,
No. 12,
Beaconsfield
Arcade,
Opposite the City Hall.
Hongkong, 30th April, 1901. [41]

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NEW GOODS.
PLENTY
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HAND.
JAPANESE CURIOS.
D. NOMA,
No. 12,
Beaconsfield
Arcade,
Opposite the City Hall.
Hongkong, 30th April, 1901. [41]

Intimations.
BANQUE DE L'INDO-CHINE.
WHEREAS the following UN-ISSUED
NOTES have been STOLEN from
the Premises of the BANQUE DE L'INDO-CHINE
and which said Notes are expressed on the face
thereof to be PAYABLE at the BRANCH
OFFICE of the said BANQUE in SAIGON, the
Numbers of which said Notes are as follows:—
Series V 49, 1 to 1,000 of \$1 (One Dollar)
each.
Series Z 49, 1 to 1,000 of \$1 (One Dollar)
each.
The Public are hereby CAUTIONED against
purchasing or dealing in any way with such
Notes, as the BANQUE DE L'INDO-CHINE
accepts no liability for the same.
By Order of the Chief Manager in Saigon,
For the BANQUE DE L'INDO-CHINE,
L. BERINDOAQUE,
Acting Manager.
Hongkong, 26th February, 1901. [261c]
NOTICE.
TENDERS are hereby called for the
ERECTION OF BRICK SHOPS at
JESSELTON for the NORTH BORNEO GOVERN-
MENT, Particulars of which may be seen at the
OFFICE of
Messrs. GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 13th February, 1901. [209c]
THE BRITISH NORTH BORNEO CO.
APPLICATIONS are invited for the
POSITION OF SUPERINTENDENT
OF PUBLIC WORKS AND GOVERNMENT
SURVEYOR. Applications and Copies of
Testimonials to be sent to the undersigned,
from whom terms may be learnt. Appointment
to be taken up as soon as possible.
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 26th January, 1901. [124c]
DROZ & Co.,
WATCH-MAKERS AND
STEAM FACTORY ESTABLISHED 1864.
ST. IMIER, SWITZERLAND.
SPECIALITIES:
LEVER WATCH & CHRONOMETERS.
TRADE MARKS:
MAXIM, BERNARD, &c.
REPAIRS OF WATCHES AND CLOCKS
by competent European experts at
Moderate Rate.
No. 10, QUEEN'S ROAD CENTRAL.
Hongkong, 13th May, 1901. [526c]
MITSUBI BUSSAN KAISHA.
No. 6, Ice House Street, Praya Central.
Head Office—TOKIO.
Branch Offices—
LONDON, NEW YORK, BOMBAY,
SINGAPORE, SHANGHAI, TIENTSIN,
NEWCHANG and all Ports in JAPAN.
Agencies—
Milki Coal Mines.
Kanada Coal Mines.
Hokoku Coal Mines.
Yoshinotani Coal Mines.
Ohnoura Coal Mines.
No. 1, Ohtsuji Coal Mines.
Ichimura Coal Mines.
Kishima Coal Mines.
Yoshio Coal Mines.
Yamano Coal Mines.
Manoura Coal Mines.
The Osaka Shosen Kaisha, Ltd.
Tokio Marine Insurance Co., Limited.
Meiji Fire Insurance Co., Limited.
Kanegafuchi Cotton Spinning Mills.
Shanghai Cotton Spinning Mills.
Tokio Cotton Spinning Mills.
Mike Cotton Spinning Mills.
Imperial Government Paper Mills.
Onoda Cement Company.
MITSUBI BUSSAN KAISHA,
M. FUJISE,
Manager.
Hongkong, 11th December, 1890. [171]

Intimations.
WORTH A GUINEA A BOX.
BEECHAM'S PILLS
FOR ALL
BILIOUS AND NERVOUS DISORDERS
SUCH AS
SICK HEADACHE, CONSTIPATION,
WEAK STOMACH,
IMPAIRED DIGESTION,
DISORDERED LIVER,
AND FEMALE AFFECTIONS.
ANNUAL SALE SIX MILLION BOXES.
50 CENTS PER BOX.
Prepared only by the Proprietor—
THOMAS BEECHAM, St. Helens, England.
SOLE AGENTS for HONGKONG and the
EMPIRE OF CHINA—
WATKINS, LIMITED,
APOTHECARIES' HALL, 66, Queen's Road
Central, Hongkong. [44]
NEW GOODS.
PLENTY
IN
HAND.
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D. NOMA,
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Beaconsfield
Arcade,
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Hongkong, 30th April, 1901. [41]

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PLENTY
IN
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JAPANESE CURIOS.
D. NOMA,
No. 12,
Beaconsfield
Arcade,
Opposite the City Hall.
Hongkong, 30th April, 1901. [41]

To be Let.
TO LET.
GODOWN in DUDDELL STREET from 1st
June.
Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 1st May, 1901. [476c]
TO LET.
POSSESSION APRIL 1ST.
1, STEWART TERRACE.
Apply to
J. W. NOBLE.
Hongkong, 6th March, 1901. [297c]
TO LET.
C/o This Office.
Hongkong, 13th March, 1901. [322c]
TO LET.
N. S. 2 and 5, RICHMOND TERRACE,
Immediate Possession.
Apply to
LAU CHU PAU,
Care of A. S. Watson & Co., Ltd.
Hongkong, 1st April, 1901. [175c]
TO LET.
A HOUSE in RIFON TERRACE.
Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 1st May, 1901. [209c]

Consignees.
NORTHERN PACIFIC STEAMSHIP
COMPANY.
NOTICE TO CONSIGNEES.
STEAMSHIP "VICTORIA"
FROM TACOMA, VICTORIA, YOKO-
HAMA, MANILA, MOJI AND
SHANGHAI.
The above Steamer having arrived, Consig-
nees of Cargo are hereby requested to send
in their Bills of Lading for countersignature
and to take immediate delivery of their Goods
from alongside.
Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.
DODWELL & Co., LIMITED,
Agents.
Hongkong, 14th May, 1901. [14]
PACIFIC MAIL STEAMSHIP COMPANY.
NOTICE.
CONSIGNEES OF CARGO per Steamship
"CHINA."
The above Steamer having arrived, Consig-
nees of Cargo are hereby requested to send in their
Bills of Lading for countersignature, and to
take immediate delivery of their Goods from
alongside.
Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.
GEORGE ECKLEY,
Acting Agent.
Hongkong, 16th May, 1901. [1]
AUSTRIAN LLOYD'S STEAM NAVIGA-
TION COMPANY.
NOTICE TO CONSIGNEES.
FROM YOKOHAMA AND KOBE.
THE Steamship
"GISELA,"
having arrived, Consignees of Cargo are hereby
informed that their Goods are being landed
at their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
Limited, whence delivery may be obtained.
No Claims will be admitted after the Goods
have left the Godowns, and all claims must be
sent in to the Office of the Undersigned before
Noon, on the 22nd instant, or they will not be
recognised.
No Fire Insurance has been effected, and any
Goods remaining in the

The Share Market.

LATEST QUOTATIONS.

(May 20th).

Companies.	Paid up Capital.	Latest quotation.
Banks.		
Hongkong & Shanghai Banking Corp.	\$125	380 1/2 premium
The Bank of China & Japan, Limited.	£ 5	Nominal
The Bank of China (Ordinary).	£ 4	4 1/2
The Bank of China (Preferred).	£ 1	15 1/2 buyers
National Bank of China, Ltd.	£ 8	327 buyers
Union Ind. Society of Canton, Ltd.	\$ 50	\$335 buyers
China Traders' Ind. Co., Ltd.	\$ 25	\$59 buyers
North China Ind. Co., Ltd.	£ 25	118 buyers
Yangtze Ind. Assoc., Ltd.	\$ 60	\$125
Canton Ind. Office, Ltd.	\$ 50	\$180 sellers
Strait Ind. Co., Ltd.	\$ 20	\$87 1/2 sellers
Fire Insurances.		
Hongkong Fire Ins. Co., Ltd.	\$ 50	\$360 sellers
China Fire Ins. Co., Ltd.	\$ 20	\$87 1/2 sellers
Shipping.		
Hongkong, Canton, & Macao Steamship Co., Limited.	\$ 15	\$344 sales
Indo-China Steam Navigation Co., Ltd.	£ 10	\$132 1/2 buyers
China & Manila S.S. Co., Ltd.	\$ 40	\$65 sellers
Douglas Steamship Co., Ltd.	\$ 50	\$54 sales
China Mutual S. N. Co., Ltd. (Prof.)	£ 10	£12 buyers
China Mutual S. N. Co., Ltd. (Ordinary)	£ 10	£12 buyers
China Mutual S. N. Co., Ltd. (Preferred)	£ 5	£7 buyers
Star Ferry Co., Ltd.	\$ 25	\$94 buyers
"Shell" Transport & Trading Co., Ltd.	£ 1	£3 sellers
China Sugar Refining Co., Ltd.	\$100	\$134 sellers
Luzon Sugar Refining Co., Ltd.	\$100	\$38 sellers
Mining.		
Punjom Mining Co., Ltd.	\$ 8	\$74 buyers
Punjom Mining Preference Shares.	\$ 1	\$1.40
Société Française des Charbonnages du Tonkin.	Fr. 250	\$320 buyers
Queen Mines, Ltd.	25 cts.	7 cts. sellers
Jebeub Mining and Trading Co., Ltd.	\$ 5	\$25 sellers
Raub Allan Gold Mining Co., Ltd.	175. 10d.	\$20 sellers
Oliver Freehold Mines, Ltd.	\$ 5	\$24
Oliver Freehold Mines, Ltd. B.	\$ 5	\$11 buyers
Docks, Wharves and Godowns.		
Hongkong & Whampoa Dock Co., Ltd.	\$ 50	\$37 1/2
Hongkong & Kowloon Wharf & Godown Co., Ltd.	\$ 50	\$104 buyers
Wanchai Warehouse & Storage Co., Ltd.	\$ 37 1/2	\$63 buyers
New Amoy Dock Co., Ltd.	\$ 6	\$22 buyers
Lands, Hotels and Buildings.		
China Provident Loan & Mortgage Co., Ltd.	10	\$98 buyers
Hongkong Land Investment & Agency Co., Ltd.	\$100	\$198 sellers
Kowloon Land and Building Co., Ltd.	\$ 30	\$30
West Point Building Co., Ltd.	\$ 50	\$56 buyers
Hongkong Hotel Co., Ltd.	\$ 50	\$130 sellers
Oriente Hotel Co., Ltd.	\$ 50	\$80 sellers
Humphrey's Estate & Finance Co., Ltd.	\$ 10	\$14 sellers
Cotton Mills.		
Hongkong Cotton Spinning, Weaving & Dyeing Co., Ltd.	\$100	\$74 buyers
Ewo Cotton Spinning & W. Co., Ltd.	Tls. 100	Tls. 50 buyers
International Cotton Mfg. Co., Ltd.	Tls. 100	Tls. 45
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	Tls. 100	Tls. 55
Soy Chee Cotton Spinning Co., Ltd.	Tls. 500	Tls. 325
Yahlong Cotton Spinning Co., Ltd.	Tls. 100	Tls. 25
Oiler Companies.		
Alhambra, Limited.	\$500	200 p. buyers
La Commercial, Ltd.	\$500	100 p. buyers
Hensiana Limited.	\$100	100 p. buyers
La Favorita.	\$500	100 p. buyers
Miscellaneous.		
Green Island Cement Co., Ltd.	\$ 10	\$104 sellers
China-Borneo Co., Ltd.	\$ 15	\$38 sellers
A. S. Watson & Co., Limited.	\$ 10	\$17 buyers
Watkins, Limited.	\$ 10	\$94 sales
Hongkong Electric Co., Limited.	\$ 10	\$121 sales
Hongkong Electric Co., Limited.	\$ 5	\$64 buyers
Hongkong & China Gas Co., Ltd.	£ 10	\$133 buyers
Hongkong Rope Manufacturing Co., Ltd.	\$ 8	\$157 nominal
Geo. Fenwick & Co., Ltd.	\$ 15	\$55 sellers
Hongkong Ice Co., Ltd.	\$ 25	\$175 buyers
Transway Co., Ltd.	\$100	\$225 buyers
Deen Farm Co., Ltd.	\$ 6	\$7 buyers
Hongkong and China Bakery Co., Ltd.	\$ 50	\$50 sales
Campbell, Moore and Co., Ltd.	\$ 10	\$20
Bell's Asbestos East-Asian Agency, Ltd.	£ 1	\$1.10 sales
United Asbestos Oriented Agency, Ltd.	\$ 4	\$112 buyers
Tebrau Planting Co., Ltd.	\$ 5	\$3 sellers
Universal Trading Co., Ltd.	\$ 20	\$20 sales
H.K. Steam & Water Co., Ltd.	\$ 5	\$7
China Light & Power Co., Ltd.	\$ 20	\$20
Robinson Piano Co., Ltd.	\$ 10	\$50

BENJAMIN, KELLY & POTTS,

Share Brokers.
Telegraph Address "Relio".
Telephone No. 144.

VISITORS AT THE HONGKONG HOTEL.

Andrew, Mr. S. A.	Katsch, Mr. E. A.
Angus, Mr.	Kien, Mr. and Mrs. F.
Arnold, Mr. H.	King, Maj. H. S., R.E.
Atkinson, Mrs. & Miss	Kirkwood, Mr. J.
Auld, Mr. J. S.	Liblain, Mr.
Bailey, Mr. W. S.	Littledale, R.E., Major
Bell, Mr. and Mrs. O.	R. P.
M. D.	Long, Mr. & Mrs. D. M.
Benjamin, Mr. D.	Macdonald, Mr. D. (2)
Berger, Mr. F. J. G.	Matlow, Mr.
Berg, Mr. V.	Mattock, Mr. S. C.
Black, Mr. D. F.	McLellan, Mrs. and
Bradth, R.N. Lt. &	infant
Brooks, Major & Mrs.	McWilliam, Mr. J.
J. C.	Messner, Mr. F.
Brooks, Mr. J. W.	Meyer, Mr. C.
Bruce, Mr. and Mrs.	Miller, Mr. J. C.
Burman, Mr.	Mudge, Mr. Geo.
Burnie, Mr. C. M. G.	Orr, Mr. R.
Bustow, Mr.	Ort, Capt. S. G.
Cameron, Mr. D. F.	Parrit, Mr. W.
Clark, Dr. & Mrs. F.	Pascual, Mr. C.
Davis, Mr. W. & child	Phillips, Mr. E.
Deane, Mr. P. C.	Reich, Mr. C. J.
Denchroche, Mr. P. C.	Rice, Mr. W. M.
Dorehill, R.A., Major	Robertson, Mr.
Duff, Mr. W. S.	Robinson, Mr. V.
Duncan, Mr. M. D.	Schorn, Mr. C.
Dyson, Capt. P. S.	Smithers, Mr. R. G.
Gibson, Mr. Kennedy	Stevens, Mr. G.
Glover, Mr. C.	Stewart, Mr. E. H.
Grant, Mr. John	Taylor, Mr. D. G.
Harold, Mr. W.	Thomas, Mr. Harry
Hochappel, Mr. E. C.	Tibby, Mr. H. M.
Howard, Mr. Thos.	Waite, Mr. H. E.
Hawkins, Mr. & Mrs.	Wakeman, Mr. G. H.
J. D.	Watts, Mr. and Mrs.
Huke, Mr. and Mrs.	Frank W.
A. N.	Humphreys, Mr. R. E.
Humphreys, Mr. R. E.	Whitley, Mr. W. J. G.
James, Capt.	Wild, Lieut. and Mrs.
Irving, Mr. E. B.	Bagnall
Jackson, Mrs. J. B. and	Williamson, Mr. and
child	Mrs. A. A. and child
Joseph, Mr. & Mrs. E. S.	Woolen, Mr. J. J.

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Beattie, Mr. James	Lee, Mr. J. E.
Benjamin, Mr. S. S.	Mackie, Mr. C. Gordon
Bonnam, Mr. J. W. C.	Major, U.S.N., Mr. L.
Brayne, Mr. H. F. R.	J. M.
Brown, Colonel F.	Martin, Mr. R.
Brusse, Mr. G.	Miller, Mr. and Mrs.
Cameron, Mr. Allan	Newall, Mr. Stuart G.
Carrington, Sir John	O'Gorman, Col. The
C.M.G.	O'Gorman, Madam
Collard, Miss	Oppenheim, Mr. J.
Collard, Col. A. W.	Pitt, Mr. John R.N.
Crookenden, Col.	Pollock, Mr. H. E.
Dann, Mr. G. H.	Pyne, Capt. R.A.M.C.
Dixon, Mr. F.	Pyne, Mrs.
Eckel, Mr. J. S.	Quinn, Mr. M.
Forbes, Mr. R. M.	Rousse, Mr. A. B.
Fraser, Mr. and Mrs.	Rubles, Mr. and Mrs.
E. W.	W. A. (U.S. Consul
Graham, Mr. D. M.	General) child and
Harston, Dr. and Mrs.	maid
G. M.	Shellin, Mr. Edward
Gumpert, Mr. and Mrs.	Stokes, Mr. A. G.
Hays, Mr. J.	Tomlin, Mr. G. L.
Hughes, Col. G. A.	Wheeler, Mr. H. H.
Irvine, Mr. E. H.	Wheeler, Lt.-Col. J. L.
Lang, Dr. K.	

CRAIGLEBURN.

Anderson, Mr. Jas.	Crackenhorp, Mr. C. S.
Boyle, Mr. and Mrs. E.	
Lionel	Helms, Mr. W.
Brown, Mr. and Mrs.	Lowe, Mr. A. R.
H. Matheson	Pye, Mr. E. Burns
Canton, Staff-Surg. H.	Suter, Mr. Hugo
Canton, Mrs.	Volpicelli, Consul
Crouch, Mr. J. W.	

KOWLOON HOTEL.

Claudy, Mr. W. H.	Leary, Lieut. C.
Davidson, Mr. W.	Mercer, Mr. and Mrs.
Dean, Mr. F.	and family
Downs, Mrs. Lottie	Nobbs, Prof. A. P.
Earby, Mr. E. A.	Spittles, Mr. J.
Lewis, Mr. and Mrs.	Williams, Mr. G. F.
E. G.	Wilselt, Mr. & Mrs. H.

EXCHANGE.

Hongkong, 20th May.	
ON LONDON, Telegraphic Transfer	111 1/2
Bank Bills, on demand	111 1/2
Credits, 4 months' sight	110 1/2
D'cents, 4 months' sight	20 1/2
ON BEARIN, (demand)	M. 20 1/2
ON PARIS, Bank Bills, on demand	248
Credits, 4 months' sight	252 1/2
ON NEW YORK, Bank Bills, on demand	48 1/2
Credits, 30 days' sight	48 1/2
ON BOMBAY, Telegraphic Transfer	148
ON SHANGHAI, Telegraphic Transfer	72 1/2
Private 30 days' sight	72 1/2
ON YOKOHAMA, C.T.	28 1/2
Sovereign Bank's Buying Rate	\$100
Gold Leaf 100 to 100, per tola	\$174
100 Silver	\$274
Dollars	nom.

OPIUM QUOTATIONS.

Hongkong, 20th May.	
New Opium	\$92 1/2 per chest.
New Benares	\$92 1/2
Old Benares	\$92 1/2 per picul.
Old Malwa	\$80
Persian, paper tied	\$80

VESSELS IN PORT.

ANPING MARU, Japanese steamer, 1,055, Atsumi, 18th May, Fochow via Amoy and Swatow 17th May, General—Mitsui Bussan Kaisha.	
ANTONIO MACLEOD, American steamer, 880, I. Ugarte, 18th May, Hilo 14th May, Sugar and Sapan Wood—Brandao & Co.	
ATHENIAN, British steamer, 2,444, H. Mowat, 8th May, Vancouver via Comox, Kobe and Moji 7th March, Timber and Flour—C. P. R. Co.	
BERGENHUS, Norwegian steamer, 2,344, F. H. Svendsen, 9th May—Moji and May, Coal—Butterfield & Swire.	
BURNSIDE, American steamer, 1,400, A. H. Laffin, 14th April—Manila 11th April, Cable—Government.	
CHINA, American steamer, 3,187, W. B. Seabury, 10th May, San Francisco 17th April, and Shanghai 14th May, Mails and General—P. M. S. Co.	
CLAYDON, British steamer, 2,085, Parker, 6th May—New York 6th May, Case Oil—Order.	
DAMIAN, German steamer, 1,290, Th. Nissen, 15th May—Moji 8th May, General—Siemens & Co.	
ELSA, German steamer, 1,702, Schonwandt, 13th May—Canton 13th May, Coal—Jensen & Co.	
FRANCAIS ARAGO, French Telegraph steamer, 1,805, Mallet, 17th May—Amoy 17th May, Ballast—Arnhold, Karberg & Co.	
GERMANIA, German steamer, 1,713, A. Hendrix, 18th May—Hongy 10th May, Coal—Jensen & Co.	

HAICHING, British steamer, 1,257, T. P. Hall, 18th May, Tamsui via Amoy and Swatow 8th May, General—Douglas, Laprak & Co.	
HAIMUN, British steamer, 636, W. J. Davis, 18th May, Fochow 15th May, Amoy and Swatow 17th May, General—Douglas, Laprak & Co.	
HANGCHOW, British steamer, 999, J. Pearce, 21st Mar.—Shanghai 18th Mar., General—Butterfield & Swire.	
HANOI, French steamer, 768, Fannier, 10th May—Haiphong and Hoihow 9th May, General—A. R. Marty.	
HOIHAQ, French steamer, 1,062, Merlees, 18th May—Pakhoi and Hoihow 17th May, General—A. R. Marty.	
LOOSK, British steamer, 1,020, J. B. Jackson, 15th May—Bangkok 8th May, Teakwood and Rice—Butterfield & Swire.	
MAUSANO, British steamer, 1,614, Walsh, 8th May—Sandakan and May, Timber—Jardine, Matheson & Co.	
MEADE, American transport, 5,526, G. W. Wilson, 26th April—Manila 23rd April.	
MIKE MARU, Japanese steamer, 2,080, M. Yagi, 17th May—Singapore 11th May, Cotton & Nippon Yarns Kaisha.	
NANCHANG, British steamer, 1,062, Finlayson, 24th April—Saigon 20th April, Rice and General—Butterfield & Swire.	
NURNBERG, German steamer, 1,130, H. Mayer, 17th May—Singapore 11th May, General—Siemens & Co.	
ON SANG, British steamer, 1,787, J. Young, 12th May—Sourabaya and Samarang 30th April, Sugar—Jardine, Matheson & Co.	
PAKSHIAN, British steamer, 1,235, H. E. Herries, 14th May—Koh-si-chang 5th May, Rice—Bradley & Co.	
PERLA, British steamer, 1,284, R. W. Almond, 18th May—Manila 15th May, General—Shewan, Tomes & Co.	
PETRAHA, British steamer, 1,140, Soper, 25th Mar.—Belik (Papan) 19th Mar., Kerosine—Arnhold, Karberg & Co.	
POMPEY, American steamer, 787, J. H. Serive, 21st Mar.—Manila 18th Mar., Coal—U. S. Navy.	
PROGRESS, German steamer, 687, P. Brandt, 17th May—Touzon 14th May, Coals and General—Siemens & Co.	
SIMONGAN, Dutch steamer, 1,818, Sandman, 17th April—Samarang and Saigon 29th March, Sugar—Yuen Fat Hong.	
SUISANG, British steamer, 1,776, E. J. Tadd, 15th May—Calcutta via Per 14th and Singapore 8th May, General—Jardine, Matheson & Co.	
SUNKEI, British steamer, 1,021, S. W. Moore, 17th May—Manila 15th May, General—Butterfield & Swire.	
TAICHOW, German steamer, 850, W. Reher, 16th May—Bangkok 6th May, Rice and Wood—Butterfield & Swire.	
TAI CHEONG, German steamer, 328, H. Ahrens, 13th May—Saigon 8th May, Rice and Flour—Meyer & Co.	
ULYSES, British steamer, 2,281, J. Edmandson, 17th May—Moji 12th May, Coal and Nuts—Butterfield & Swire.	
VICTORIA, American steamer, 2,112, J. Pantan, 13th May—Tacoma 13th April, General—Dodwell & Co., Ltd.	

Sailing Vessels.

ADOLPH ORRIG, American ship, 1,262, Ambury, 19th Dec.—New York 2nd June, and Chicago 12th Dec. Oil—Standard Oil Co.	
DUNDEE, British ship, 1,998, Henningsen, 14th Oct.—New York 29th June, Kerosine Oil—Standard Oil Co.	
FULWOOD, British ship, 1,785, Thomas, 1st Dec.—Cardiff via Cape Town 26th Sept, Coal—Government.	
LARGO BAY, British ship, 1,778, F. Adams, 7th April—Nagasaki 1st April, Ballast—Sander, Wieler & Co.	
LOUISE J. KENNY, American schooner, 155, A. H. Olsen, 30th Mar.—Ponape and Caroline Islands 11th Mar. Copra—Metc.	
LUXON, American 4-masted schooner, 512, Anderson, 31st Mar.—Port Townsend 28th Dec., General—Holliday, Wise & Co.	
MADAGASCAR, British 4-masted barque, 1,997, A. H. Smith, 4th Mar.—from New York, Oil—Standard Oil Co.	
MERCURY, German schooner, 32, Warnes, 23rd Feb.—Yap 9th Feb., Ballast—Siemens & Co.	
OBI, British schooner, 1,951, R. Pinkham, 9th April—Cardiff 23rd Feb., Patent Fuel—Government.	
SEA WITCH, American ship, 1,172, Howes, 21st Feb.—Manila 18th Feb., Ballast—Master.	
SUSSEX, British bark, 1,212, Guthrie, 17th May, Freemantle 26th Mar., Sandalwood—Master.	
VINEIRA, British 4-masted bark, 2,233, D. S. Millan, 23rd Jan.—New York 3rd Sept, Case Oil—Order.	

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, May 20th, 1901.	
Alacrity, despatch-vessel, 1,700 tons, 10 guns, 3,000 h.p., Comdr. G. G. F. McCracken, Shanghai.	
Algerine, sloop, 1,050 tons, 6 guns, 1,400 h.p., Comdr. E. D. Hunt, Hongkong.	
Arctika, 2nd-class cruiser, 4,300 tons, 10 guns, 5,000 h.p., Capt. J. Starlin, Woosung, Shanghai.	
Argentine, 1st-class cruiser, 10,000 tons, 16,500 h.p., 16 guns, Capt. G. H. Cherry, R., Shanghai.	
Asura, British 2nd-class cruiser, 4,300 tons, 7,000 h.p., 10 guns, Capt. A. W. Paget, C.M.G., Shanghai.	
Aurora, 1st-class cruiser, 5,000 tons, 8,500 h.p., 12 guns, Capt. R. H. Hayler, C.B., Fochow.	
Barfleur, 1st-class battleship, 13,500 tons, 14 guns, 12,637 h.p., Captain G. J. S. Vanden, Nagasaki.	
Blenheim, 1st-class cruiser, 9,000 tons, 12 guns, 21,411 h.p., Capt. Henderson, C.M.G., Woosung.	
Bonaventure, 2nd-class cruiser, 3,000 tons, 12 guns, 9,000 h.p., Capt. C. J. G. Sawle, Taku.	
Bramble, 1st-class gunboat, 710 tons, 1,300 h.p., 6 guns, Lieut. and Comdr. F. M. Lenke, Amoy.	
Brisk, 2nd-class cruiser, 1,770 tons, 6 guns, 5,600 h.p., Commander Sir J. Houchier, Wey, Har., Shanghai.	
Britannia, 1st-class gunboat, 710 tons, 1,300 h.p., 6 guns, Lieut.-Comdr. E. A. Baird, Fochow.	
Centurion, 1st-class battleship, 10,500 tons, 14 guns, 9,000 h.p., Capt. J. R. Jellicoe, R.N., Shanghai.	
Diadem, sloop, 1,140 tons, 8 guns, 2,000 h.p., Com. C. Winnington-Ingram, Shanghai.	
Didon, 2nd-class cruiser, 5,000 tons, 11 guns, 9,000 h.p., Capt. T. H. Mollat, Shanghai.	
Endymion, 1st-class cruiser, 7,350 tons, 12,000 h.p., 12 guns, Capt. G. A. Callaghan, C.B., Woosung.	
Esk, coast defence gunboat, 363 tons, 3 guns, 200 h.p., Lieut.-Comdr. F. Blunt, Chinkiang.	
Fame, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 4,400 h.p., in reserve.	
Firebrand, 3rd class gunboat, 455 tons, 4 guns, 360 h.p., Canton.	
Glory, 1st-class battleship, 14,850 tons, 16 guns, 13,500 h.p., Captain F. S. Ingfield, Hongkong.	
Gothic, 1st-class battleship, 12,000 tons, 16 guns, 13,500 h.p., Capt. L. White, en route Shanghai.	

Randy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., in reserve.

Hart, twin screw, torpedo-boat destroyer, 250 tons, 6 guns, 4,000 h.p., Lieut. and Com. G. C. Handy.

Hermione, 2nd-class cruiser, 4,560 tons, 10 guns, 9,000 h.p., Capt. R. S. D. Cumming, Hongkong.

Humber, storeship, 1,640 tons, 800 h.p., Com. H. J. Davidson, Shanghai.

Isis, 2nd-class cruiser, 5,950 tons, 11 guns, 9,500 h.p., Capt. Charles Windham, Weihai-wei.

Janus, torpedo-boat destroyer, in reserve.

Linné, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 h.p., Commander W. W. Smythe, Singapore.

Lisard, 1st-class gunboat, 715 tons, 6 guns, 870 h.p., Lieut.-Comdr. J. C. Watson, Amoy.

Osian, 1st-class battleship, 12,350 tons, 13,500 h.p., 16 guns, Hon. A. G. Curzon Howe, C.B., C.M.G., A.D.C., Woosung.

Orlando, 1st-class cruiser, 5,600 tons, 12 guns, 8,500 h.p., Capt. J. H. Burke, C.B., Shanghai.

Ottawa, torpedo-boat destroyer, Lieut. and Com. C. P. Mansel, Shanghai.

Phenix, sloop, 1,015 tons, 6 guns, 1,400 h.p., Comdr. W. H. Nicholson, Tientsin.

Pigmy, 1st class gunboat, 755 tons, 6 guns, 1,200 h.p., Comdr. J. F. E. Green, Singapore.

Pique, twin screw, 2nd-class cruiser, 3,600 tons, 8 guns, 7,000 h.p., Capt. H. C. Reynolds, Shanghai.

Plover, 1st class gunboat, 453 tons, 6 guns, 1,200 h.p., Lieut.-Comdr. C. V. de M. Cowper, Shanghai.

Redpoll, 1st-class gunboat, 855 tons, 6 guns, 1,200 h.p., Lieut.-Com. C. F. Corbett, Shanghai.

Robin river-gunboat, 2 guns, Lieut.-Comdr. G. Webster, West River.

Rosario, sloop, 980 tons, 6 guns, 1,400 h.p., Com. C. Hamilton, en route Singapore.

Sandpiper, British river gunboat, 2 guns, Lt. Comdr. Carr, West River.

Snipe, river-gunboat, 85 tons, 2 guns, 140 h.p., Lieut. and Commander Oldham, Yangtze.

Swift, 2nd-class gunboat, 756 tons, 6 guns, 870 h.p., Hongkong.

Taku, torpedo-boat destroyer, 250 tons, Lieut.-Comdr. C. P. Beatty-Pownall, Hongkong.

Tamar, receiving ship, 4,600 tons, Commodore Powell, C.B., Hongkong.

Terrific, 1st-class battleship, 14,200 tons, 30 guns, 25,000 h.p., Capt. Percy Scott, C.B., Hongkong.

Tweed, coast defence gunboat, 363 tons, 3 guns, 200 h.p., in Reserve Hongkong.

Waterwitch, surveying ship, 620 tons, Lieut.-Comdr. Lyne, Manila.

Whiting, twin screw, torpedo-boat destroyer, 606 tons, 6 guns, 6,500 h.p., Lt.-Comdr. Mackenzie, B.S.O., Shanghai.

Widgeon, coast defence ship, 2,750 tons, 4 guns, 1,400 h.p., Hongkong.

Woodcock, river-gunboat, 2 guns, 560 h.p., Lieut.-Comdr. Watson, Kukuang.

Woodlark, river-gunboat, 2 guns, 550 h.p., Lieut.-Comdr. H. E. Hillman, Yangtze.

Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class boats.